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The Washington Historical Quarterly

SOME REMARKS UPON THE NEW VANCOUVER JOURNAL

All readers of the *Washington Historical Quarterly*, but especially those who are interested in the approach by sea, must have enjoyed the "New Vancouver Journal." Their one regret will be that its publication has ended without giving us, at least Vancouver's return voyage to the coast in 1793; and their hope will be that the remainder, so far as it touches the Northwest coast, may yet see the light. Although Professor Meany has appended many interesting notes, which have added greatly to the reader's enjoyment and intelligent appreciation of the journal, yet the following remarks are offered on the assumption that a series of cross-references may be found useful, even to those who are well-acquainted with the sources. These notes relate to the instalments of the journal appearing in the issues of July 1914; October, 1914, and January, 1915.

Restoration Point was named on the 29th May, 1792 (see Vancouver's *Voyage*, Vol. 2, p. 153). The reference is, beyond question, to the restoration of Charles II, who landed at Dover on 25th May, 1660; yet, inasmuch as the 29th was his birthday, it was celebrated as Restoration Day. (See *Pepys Diary*, May 29, 1664, and May 29, 1665.) In the troubles of 1715, the students of Oxford wore, on the 29th May, the oak leaf in honor of the Stuart Restoration.

There is little doubt that the journalist's surmise that the natives in the vicinity of Vashon Island had had no direct dealings with the traders was correct. So far as the records at present available disclose Captain Gray in the *Washington* in March, 1789, marked the furthest advance of the trader within the straits of Fuca when he reached Clallam Bay. (See *Oregon Historical Quarterly*, Vol. 12, p. 32.) In 1790 Quimper reached Port Discovery; in 1791 Elisa made his way into the Gulf of Georgia and examined its shores as far as Cape Lazo; but these were Spanish exploring expeditions. Vancouver's expedition appears to have been the first of any kind to enter Puget Sound.

The double allowance of grog (p. 216) was the regular concomitant of high days and holidays. It was served out, for instance, when Vancouver took possession at the end of his survey in August, 1794. (See

Vancouver's Voyage, Vol. 6, p. 39.) Captain Dixon used it as an inducement to the sailors to desist from the usual horse-play on crossing the equator. (See Dixon's Voyage, Letter IX., p. 30.) Captain Portlock ordered it to be served on the occasion of the belated celebration of Christmas Day at the Falkland Islands. (See Portlock's Voyage, p. 33.)

Spruce beer (p. 217) was always regarded as a specific against scurvy, and its brewing was a regular thing on all properly equipped voyages. For this voyage Vancouver had requisitioned 280 pots of essence of spruce. (See Appendix to B. C. Archivists Report, 1914, p. 44.) Earlier voyagers, however, made the decoction—and a horrible one it appears to have been—direct from the trees themselves. Thus, as soon as Captain Cook had made his vessels secure in Nootka Sound, he set men "to brew spruce-beer, as pine-trees abounded here." (See Cook Voyage, third edition, Vol. 2, p. 273, and Kippis, Life of Cook, Vol. 2, p. 223.) Meares's reference to a decoction of pine tree juice which he found very efficacious in the treatment of the scurvy (see Introductory Voyage, p. xx.) is manifestly to this preparation. The brewing of spruce beer was one of the first duties ordered by Captain Dixon on his arrival on our coast. (See Dixon's Voyage, p. 151.) Captain Portlock was constantly at this work. (See his Voyage, pp. 215, 217, 231, 234, 235.)

The meeting between the Chatham's boats and the Spanish vessels, *Sutil* and *Mexicana* (pp. 219, 220), is thus given in the Viage, p. 48: "After leaving the channel [i. e., of Pacheco, between Lummi Island and the mainland] in the creek of Lara we saw two small boats, one with a sliding sail rigger, the other with square sail, which were following the coast to the north. We had no doubt that they belonged to the English vessels which were in the strait, according to the information of our friend Tetacus [the chief at Cape Flattery, otherwise Tatooché]. We went on without changing our course, thinking to navigate all night with little sail and be off the point of San Rafael [North Bluff] at day-break, so as to get to the mouth of Florida Blanca [Fraser River] early in the morning, to go within and make the survey at once, which as has been said, we had reason to believe would be very interesting. From ten o'clock until midnight we crossed the creek Del Garzons [Birch Bay] and saw lights within it which indicated that the vessels to which the smaller boats belonged were in that anchorage." The Spaniards continued their course into Ensenada del Engano [Boundary Bay], but finding the water shoaling rapidly they anchored "in a line with the point of San Rafael [North Bluff] and the east point of the peninsula of Cepeda [Point Roberts]. The visit of the Chatham to the Spanish vessels at this point, of which our journalist gives us so many details, is merely mentioned by Vancouver in Vol. 2, p. 214.

The survey which Vancouver intended to carry on in conjunction with the Spaniards began at their meeting near Point Grey on Sunday, 24th June, and ended near Hardwicke Island on Thursday, July 12th. The portion from Point Grey to Jervis Inlet had, however, been already examined by Vancouver in his boats. Having reached the conclusion that the land on his port was an island, Vancouver was anxious to proceed to Nootka, and the joint survey was by mutual consent abandoned. Vancouver arrived at Nootka on August 28th, and the Spaniards two days later.

The very large village called by the natives Whanneck (p. 220) is that known to students of Vancouver's voyage as Cheslakee's village. It was situated on the Nimpkish River. The terraces on which the houses stood, as shown in Vancouver's Voyage, Vol. 2, p. 269, are still to be seen on the west bank of the river. The Indians now reside at Alert Bay, just opposite. (See Walbran's Place Names.) The journalist's name of the chief—Cathlaginness—does not much resemble Vancouver's form—Cheslakee—, but neither does the Spanish—Sisiaquis. Yet the spot is the same, as may be seen by comparison of the text with Vancouver's Voyage, Vol. 2, pp. 268-274. In a letter from Peter Skene Ogden and James Douglas to Captain Duntze of H. M. S. *Fisgard*, dated Fort Vancouver 7 September, 1846, they refer to the same locality as "Choslakers, latitude 50° 36'."

The journalist has no doubt that the port in which the *Discovery* and the *Chatham* anchored on 11th August, 1792, was Duncan's Port Safety in Calvert Island (p. 220). Vancouver, however, found the spot too greatly dissimilar to justify him in believing it to be Duncan's celebrated harbour, hence he called it "Safety Cove." (See Vancouver's Voyage, Vol. 2, pp. 311 to 326.)

The vessel referred to as the "*Three Bs*" (pp. 223 and 301) is properly the *Three Brothers*. (See Vancouver's Voyage, Vol. 2, p. 336, and Appendix to B. C. Archivist's Report, 1914, p. 28.) It is, nevertheless, strange that we find this ship mentioned in the *Viage*, p. 116, as "*El Bergantin Ingles Tresbes*." Vancouver states that there were on the stocks, when he arrived at Nootka in August, 1792, an English and an American shallop. The *Viage* on page 116 agrees with the journalist that the English one was brought out by the *Three Brothers*. The identity of the American was in doubt. We now know from the journal itself (Washington Historical Quarterly for January, 1915, pp. 54-5) that it was to be a tender to the *Margaret*. The name of one of the vessels under Mr. Alder is given in Vancouver's list—(see Archivist of B. C. Report, 1914, p. 28)—as the schooner *Prince William Henry*; the name of the other has not been ascertained.

The latitude at which the *Matilda* was wrecked, which the journalist leaves blank (Washington Historical Quarterly for October, 1914, p. 301) is given by Vancouver, Vol. 3, p. 66, where the story of the wreck is told, as 22° S., and Longitude 138° 30' W. The journal names the master of the *Matilda* "Mr. Wetherell" and later "Mr. Wethered," while Vancouver calls him "Mr. Matthew Weatherhead." The *Daedalus* was, by Vancouver's instructions, to call at Otaheite on her return voyage to Australia and take on board the survivors.

The visit of Vancouver and Quadra to Maquinna at Tashees in September, 1792 (Washington Historical Quarterly for October, 1914, pp. 303-305), is mentioned by Vancouver in Vol. 2, pp. 354-356. The description in the journal is in very much greater detail than Vancouver gives either in his printed volume or in his report to the Admiralty, which will be found in the B. C. Archivist's Report, 1914, p. 19. In the former he speaks of the place as "Tasheis," in the latter as "Tasheer's." The suggestion is made in the note on page 305 that the journalist has omitted some such phrase as "for Signor Quadra" in his reference to the gift of the second sea-otter skin. But we find that Vancouver in his description of the event (Voyage, Vol. 2, p. 356; B. C. Archivist's Report, 1914, p. 19) states categorically, as the journal does, that the two sea-otter skins were given to him. Perhaps Maquinna was wily enough to realize that Spain's sun had set.

The journalist says (October, 1914, p. 306) that Mr. Dobson, who acted as Spanish interpreter for Vancouver, was one of the mates of the *Daedalus*; but Vancouver, both in Voyage, Vol. 2, p. 339, and in B. C. Archivist's Report, 1914, p. 12, calls him "a young gentleman," and later (Voyage, Vol. 3, p. 347) "one of the midshipmen who came out in the *Daedalus*."

The expedition under Mr. Brown composed of the *Butterworth*, *Jackal*, and *Prince Lee Boo* (Washington Historical Quarterly for October, 1914, p. 307) appears to have been familiar to Vancouver, as well as to the writer of the journal. In the list of vessels on the coast in 1792, which Vancouver sent to the Admiralty by Lieutenant Mudge, he mentions these three vessels (B. C. Archivist's Report, 1914, pp. 28, 29), yet he makes no reference to the arrival of the *Jackal* at Nootka on September 14th, 1792, or at all; at the same time that he was familiar with this vessel is plain from his reference to her upon her arrival at the Sandwich Islands in February, 1793—(see Vancouver's Voyage, Vol. 3, pp. 198-9.) The Viage mentions the arrival at Nootka during the early summer of 1792, of the *Butterworth* and the *Prince Lee Boo*. The reference to the former, on page 116, is: "An English frigate of thirty guns named the *Butterworth*, Captain William Brown, that brought documents for Van-

couver and had orders to form two establishments on the coast and one on Queen Charlotte's Island." The latter is on the same page called "La Balandra Inglesa el Principe Leon." Vancouver met these three vessels in July, 1793, in the vicinity of Chatham Strait. (See Vancouver's Voyage, Vol. 4, pp. 112-121.) Brown on that occasion saluted with seven guns, which Vancouver duly returned with five. So valuable was the geographical information obtained from him that Vancouver named in his honour Brown Passage. The *Butterworth* sailed for England at the close of the season of 1793. In July, 1794, near Cross Sound Vancouver again met Brown, then in command of the remaining vessels, *Jackal* and *Prince Lee Boo*. Having just returned from China he imparted to Vancouver the latest European news, including that of the execution of Louis XVI and the declaration of war between France and England (Vancouver's Voyage, Vol. 5, p. 354.) In October, 1794, the *Jackal* arrived at Nootka on her return voyage to China with over one thousand prime sea-otter skins (Vancouver's Voyage, Vol. 6, p. 91.) Brown was killed at the Sandwich Islands in January, 1795, in defending his vessel from an attack by the natives.

The journalist seems to have been better posted than Vancouver as to the *terminus ad quem* of the Hope's voyage when she sailed from Nootka about 19th September (Washington Historical Quarterly for January, 1915, p. 52.) He tells us that she was bound for Neah Bay—the Nunez Gaona—of the Spaniards but Vancouver believed that she was "charged with Spanish dispatches respecting these transactions," i. e. relative to the delivery of the lands at Nootka. (See B. C. Archivist's Report, 1914, p. 26.) Later however, Vancouver learned the facts and mentions them. (See Vancouver's Voyage, Vol. 2, pp. 379-380.) The *Hope* had sailed from China in April, 1792, and on 3rd August, 1792, her commander, Captain Ingraham, had in conjunction with Captain Gray, given to Signor Quadra the celebrated letter set out in Greenhow's Oregon, 1844 ed. p. 414.

The variance which the journalist notes (Washington Historical Quarterly for January, 1915, p. 56) between the stories told by the masters and the crew as to the number of skins obtained was not confined to Captain Gray. Haswell complains of the lack of veracity in this respect. (See his log, Sept. 1788.) Dixon too notes the same peculiarity. (See Dixon's Voyage, Letter XXIX, page 157.)

The journalist merely mentions the fact that Lieutenant Mudge is being sent home by the *Fenis* and *St. Joseph* (Washington Historical Quarterly for January, 1915, p. 56.) Vancouver's reason for this is given in B. C. Archivist's Report, 1914, p. 28. He thought that the Admiralty should know of the deadlock which had occurred between himself and

Seignor Quadra and determined to send his report of the negotiations by "the fastest and most expeditious conveyance." This report is printed with other papers in the appendix to the B. C. Archivist's Report for 1914, to which frequent reference has been made in these notes. It is strange that Vancouver and the journalist rarely agree upon the exact date. It would be tiresome to point out the discrepancies in this respect.

The *Jenny* of Bristol arrived at Nootka, according to the journal, on 6th October (Washington Historical Quarterly for January, 1915, p. 57), according to Vancouver, on 7th October. (See Vancouver's Voyage, Vol. 2, p. 387.) Although this vessel was supposed to sail from Nootka direct for England, Broughton found her in Baker's Bay on the Columbia in November, 1792; and she had been there earlier in the year (Vancouver's Voyage, Vol. 3, p. 121.) Vancouver refers casually (vol. 2, p. 387) to the two Sandwich Island maidens whom he received from the *Jenny* for transportation to their homes; but in volume 3, page 381 *et seq.* he goes into the matter in great detail. They appear to have regarded their experiences as of such importance as to justify them in taking new names—Raheima and Tymarow. The Sandwich Islander mentioned by the journalist as already on Vancouver's ship was named Terrehooa. (See Vancouver's Voyage, Vol. 3, p. 349.) The *Jenny* was on this occasion rigged as a three-masted schooner and commanded by Mr. Baker. In September, 1794, Vancouver met the *Jenny* once more, at Nootka; he describes her then as "a very small ship" commanded by Mr. Adamson, and tells us that during that season she had collected in the neighborhood of the Queen Charlotte Islands upwards of two thousand sea-otter skins. (Vancouver's Voyage, Vol. 6, p. 90.)

The reference to Cook's bottle at Christmas Island (Washington Historical Quarterly for January, 1915, p. 58) will be found in Cook's Voyage, 1785, 3rd ed. vol. 2, p. 186, under date 31st December, 1777. The inscription therein was:

"Georgius Tertius, Rex, 31 Decembris, 1777.

Naves

Resolution, Jack. Cook, Pr.

Discovery, Car. Clerke, Pr."

Captain Cook also obtained at this island about three hundred turtles weighing from 90 to 100 pounds each.

Deception Bay—Meares's name for the entrance of the Columbia—is not, as the journalist states (Washington Historical Quarterly for January, 1915, p. 59) in 42° 18' N. According to Vancouver (vol. 2, p. 398) it is in 46° 20' N. Meares made it "by an indifferent meridian observation" 46° 10' N. (See Meares Voyage, Chap. XV., p. 167.)

Those who care to follow the story of the death of Messrs. Hergest

and Gooch (Washington Historical Quarterly for January, 1915, p. 59) will find it in Vancouver's Voyage, vol. 3, pp. 160, 163, 307, 322, 341, and 343 to 346. These references also cover Vancouver's steps to obtain possession of some of the murderers, their trial, and execution.

The true position of the observatory at Friendly Cove (Washington Historical Quarterly for January, 1915, p. 60) as given to me by the late Captain J. T. Walbran is $49^{\circ} 35' 31''$ N. and $126^{\circ} 37' 32''$ W. Haswell gives the position in his log as $49^{\circ} 36'$ N. and $126^{\circ} 46'$ W.

The animal from which a portion at least of the wool was obtained for the woollen garments (Washington Historical Quarterly for January, 1915, p. 62) was a sort of dog. These dogs are described by Vancouver in his Voyage, vol. 2, pp. 130-131, as resembling somewhat those of Pomerania though larger; the fleeces, he says, were very compact and were composed of a mixture of a coarse kind of wool with very fine long hair. These dogs were also to be found on the mainland as the following quotation from Fraser's Journal of his descent of the Fraser River in 1808, shows. Speaking of the Indians near Yale he says: "They have rugs made from the wool of the Aspai or wild goat and from dogs' hair, which are as good as the wool rugs found in Canada. We observed that the dogs were lately shorn." (*Les Bourgeois de la Compagnie du Nord Ouest*, Vol. 1, p. 193.) See for a reproduction of the blanket and a description of the process of weaving,—Guide to the Anthropological Collection in Provincial Museum, B. C. pp. 50 to 53. This book also contains a reproduction of a picture by Paul Kane showing an Indian woman at work in blanket manufacture, and in the foreground, the dog from which the wool was obtained. It is, doubtless, this kind of blanket which is referred to in Work's Journal. (See Washington Historical Quarterly, vol. 3, p. 218.) This subject attracted the attention of Mr. John Keast Lord, F. Z. S., the naturalist attached to the British North American Boundary Commission, and in his well-known work, *The Naturalist in Vancouver Island and British Columbia*, will be found (vol. 2, pp. 215-217) a lengthy discussion as to the origin of these dogs.

Upon the interesting question concerning the identity of the writer of this journal it is my intention to make some remarks, but as the present scrappy notes have reached a size far beyond my anticipations at the outset I refrain from entering upon that topic at this time.

F. W. HOWAY.

New Westminster, B. C.
February 27, 1915.